

The Sun

WILLIAM M. LAFAN.

MONDAY, DECEMBER 15, 1902.

Subscriptions by Mail, Postpaid.

DAILY, Per Month	\$0.50
DAILY, Per Year	5.00
SUNDAY, Per Year	2.00
DAILY AND SUNDAY, Per Year	6.00
DAILY AND SUNDAY, Per Year	6.00
Postage to foreign countries added.	

THE SUN, NEW YORK CITY.

Paris—Boulevard No. 12, near Grand Hotel, and
Kiosque No. 10, Boulevard des Capucines.

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A Federal Judge on the Trust Question.

We print on another page a noteworthy address delivered on Friday at the University of Nebraska by Judge PETER STRENGER GROSSCUP of the United States Circuit Court for the Seventh Judicial Circuit. Judge GROSSCUP has been concerned on the Federal bench with some highly important cases involving fundamental principles, and he has been in the main a solid rock against socialism and other attacks against the freedom of business and the rights of ownership.

To the discussion of the so-called trusts, the industrial methods and tendencies of the times, and the proper exercise and character of Federal supervision of the same, Judge GROSSCUP brings an independent mind, and a considerable power of lucid statement. His ideas are in every respect in such refreshing contrast with the current cant of the sociological philosophers, and some of his suggestions are so original and interesting that we reproduce the address in full, while dissenting emphatically from at least one of the Judge's conclusions.

That part of Judge GROSSCUP's essay which will attract the most general attention expresses his deliberate opinion that the Sherman Anti-trust law of 1890 is essentially vicious and practically futile, and ought, accordingly, to be repealed by Congress. Now, this law is the basis or nucleus of nearly all pending schemes for the further Federal control of private business, except in the programme of those trust repressors who believe that an amendment of the Constitution is the first instance necessary.

Yet this distinguished Federal jurist, with a judicial experience of the workings of the Sherman act, pronounces it unwise in conception, ineffective even as a measure of unwisdom, and radically repugnant to public policy. "Logically and impartially enforced," he says, "that act forbids two grocers, on opposite corners of the street, from forming a partnership to save expenses; partially enforced, it puts the industries of the land at the mercy, not of the law, but of the officers of the law."

Sound and admirable and very useful are Judge GROSSCUP's remarks on the folly of hating or attempting to exterminate a natural process of consolidation whose beneficial results have been illustrated so conspicuously in the gradual evolution of our present system of railway management. "Who of this generation," he asks, "would not go back to the railways of our fathers? Who, except the irresponsible agitator, stops to question even the private fortunes picked up in the process of consolidation?" Here, in his broad view of the modern development of business under economic, not political, laws, and likewise in his refutation of such specific objections to trusts as that they lessen wages, are responsible for an increase in the cost of living, menace society by too large aggregations of capital, and put too much power in the hands of individuals, Judge GROSSCUP's ideas and arguments are worthy of attentive study.

The main danger that this intelligent observer perceives in the growth of the new and larger system of doing business is that which may result from the wholesale withdrawal of small investments in the industries of the land. He appears to think that the tremendous gains of recent times in the total of bank deposits indicate not merely the general prosperity of the country, but also a process of change by which, concurrently with the formation of great corporations, the small investor is leaving the field, crowded out of proprietorship and thus deprived of his individual stake in the industrial system and consequently of his interest in our American institutions.

This is at least an intelligible proposition. If Judge GROSSCUP does not overestimate the extent of the change, his apprehensions concerning it may not be without reason. We are inclined to think, however, that he confounds in some degree the mere concentration of administrative management with what would be quite a different thing, namely, the dangerous concentration of ownership. Money deposited in the savings bank is not, as a rule, withdrawn from the industrial activities of the country. To use his own illustration of the railroad, we are not aware that the process of consolidation which has been going on for years has necessarily reduced to a perilously small number the list of individual stockholders and proprietors in the various great railway corporations. We regard, however, as exceedingly valuable Judge GROSSCUP's discussion of this branch of the subject. We agree with him that the stability of the State requires a general proprietorship, widely spread among the people, and we venture the opinion that nothing is so much desired by the intelligent managers of the so-called trusts.

The least carefully considered part of Judge GROSSCUP's address appears to be that in which he undertakes to specify the legislation that ought to replace the Sherman Anti-trust act, after that has been repealed. He says vaguely that the new legislation should "provide against artificial prices" and "conspire to corner the supply; for stated examinations to the public, and against overcapitalization. These are the commonplaces of the Littlefield school. Indeed, when a man of Judge GROSSCUP's cali-

bre and known principles goes so far as to advocate these measures, and likewise suggests that in the case of industrial corporations "the basis of division between those who have furnished the capital and those who have done the work" ought to be embodied in the contract of incorporation, we are compelled to wonder if it is the same man who is thinking and writing; or, at least, if he has not forgotten to explain that the new legislation which he has in mind is State legislation, not Federal.

The Argentine-Chile Arbitration.

Three years and nine months elapsed between the appointment by Lord SALISBURY of the British tribunal to arbitrate the boundary dispute of Argentina and Chile and King EDWARD's announcement of the results. The questions which strained the relations of the two countries would never have arisen if the makers of the boundary treaty had known that mountain ranges are sometimes cut through by the gorges of traversing rivers. The treaty was based on the supposition that the crests of the Andes were the water-parting between rivers flowing to the Pacific and others flowing to the Atlantic. The fact is, however, that some of these rivers, though rising to the east of the crests of the Andes, flow through the ranges to the Pacific; and the dispute grew out of the confusion of the terms "crest" and "water-parting" in the treaty.

The new boundary cannot be traced on any map in common use, for many of the geographical names in the report defining the boundary have not yet appeared in the atlases. Many of these names are found only on the remarkable maps that were presented to the arbitration tribunal for its guidance. All the territory in dispute had been most carefully surveyed, with the result that this intricate mountain region is now one of the best-mapped parts of America. The results of these surveys, which reflect great credit upon the geographers of Argentina and Chile, will soon be incorporated in our best atlases.

The arbitration gives to Argentina the upper valleys of several rivers flowing to the Pacific Ocean south of Lake Nahuel Huapi. These upper valleys are very fertile, and are filled with Argentine settlers, who may now remain in their new homes under their own flag. Chile receives 21,000 and Argentina 15,000 square miles of the disputed territory. Chile takes the most land, but Argentina's portion is, on the whole, rather more desirable. Probably no fairer award could have been made.

The Growth of New York in Population and in Luxury.

We referred on Saturday to the significant circumstance that all the private residences lately erected and now being erected on Manhattan Island are for rich men only.

The era of separate residences for any except the rich or the very well-to-do is passing away. So far as other dwellings are concerned, they are outside of the "fashionable" district of the town, either on its outskirts or far removed from it. Moreover, these more modest dwellings are usually old structures, untenanted, and probably within a few years the steady encroachments of trade on the district favored by wealth and fashion and the insufficiency of its narrow area to accommodate those who would have residences in it are likely to drive such people to the necessity of planting themselves in its outskirts, where families of modest incomes now find their homes. Already this enforced flight is noticeable to the eastward as far as Lexington avenue. To the west of Central Park the cost of private residences is becoming so great that very few are now erected, and lofty apartment and flat houses are succeeding the great number of them which were put up ten or twelve years ago.

The time is fast approaching when private residences will be so few relatively to that to occupy one of them will be an even greater distinction than it is now, when already the vast mass of the people in Manhattan are crowded together in apartment, flat and tenement houses. Moreover, even the erection of private residences for the rich is going on at so slow a rate that such people also are compelled to find homes in apartment houses constructed for them especially, and that compulsion will increase steadily.

The Manhattan borough of New York is now growing in population with a rapidity which seems to approach, if it does not equal, that of the period of its relatively greatest growth since it became a town of the first class, or between 1850 and 1860, when the increase was from 515,547 to 813,069, or nearly three-fifths. The rate of growth between 1890 and 1900, or from 1,411,216 to 1,850,093, seems to have been much exceeded in the two years since, judging from many evidences, of which the most apparent are the extraordinary increase in the volume of travel on the city railroads and the greatly increased crowding of the streets even for the northward. Skyscrapers in the lower part of the town are accommodating hundreds where scores formerly found places of business, and in the residence neighborhoods the multiplying apartment and flat houses are doing the same, and never was the change in the character of both such buildings going on more rapidly than it is proceeding now.

The time when Manhattan Island had no more room for private dwellings, even for the rich, seems to be rapidly approaching. The period when such residences will be practically excluded from its limits by the encroachments of trade and by the necessity of utilizing the limited residence area for great apartment houses into which the multiplied population can be crowded will not be far off if the present rate of growth of the town continues.

Meantime Mr. HERBERT CROLY, in the *Architectural Record*, describes a very great change in the character of private residences for the rich which has taken place of recent years and is continuing even more markedly at this time. The typical New York residence of this sort used to be of brownstone, almost invariably, and four stories high and measuring 29 feet in breadth by from 40 to 50

feet in depth. Now it is rarely less than 30 feet deep, is frequently 70 feet, and on corners the depth often becomes 90 feet. How much it has increased in height is indicated by statistics Mr. CROLY gives of the plans filed for dwellings during the first nine months of the present year to be situated east and south of Central Park. Of these houses, twelve are four stories high, thirty-three five stories, two five and one-half stories, fourteen six stories and one seven stories. Of course, this great extension upward has been made practicable by the introduction of the elevator into such dwellings and also of an internal telephone system. "The modern expensive residence," Mr. CROLY explains, "tends to become almost as complicated a piece of machinery as a modern hotel." The great difficulty with a house which is in depth three times its width is of obtaining sufficient light for its interior rooms. Except when situated on a corner it is rarely well lighted. "New York," therefore, "is fast becoming a city in which even wealth, unless it is very great wealth, finds it difficult to buy thoroughly well-lighted rooms."

Brownstone fronts have fallen into disrepute, and the old-fashioned "high stoop," once the pride of the rich New Yorker, has been discarded. In the houses of newer erection the entrance is invariably on the ground floor, and very many of the older residences have been reconstructed to get rid of their once-prized "high stoops." At the same time there has been a great improvement in the aesthetic standards of the modern expensive residence, both in its architecture and its interior decoration. Consequently the fashionable region on either side of Fifth avenue is being gradually built with houses which "compare favorably in design with the private dwellings in any modern city," and "the best of these houses possess a charm and a dignity extremely unusual in modern city architecture." Generally they are built of brick and their designs are "more or less unmistakably Colonial in character."

In interior decoration Mr. CROLY describes the current taste as "at present running strongly in the direction of the use of definite French and Italian styles, and the use, wherever possible, of old furniture and tapestries." But he foresees, hopefully, the speedy coming of a necessity for adopting "some specific forms evolved out of the present chaos of borrowing and imitation," because, "before many years are out, Europe will have parted with all her relics of domestic life, which she does not want herself, and the American designers will have to set up in business for themselves."

Responsibility for and to Venezuela.

Congressman SHAFROTH of Colorado has promptly introduced a joint resolution authorizing the President to guarantee to the Governments of Great Britain and Germany such awards as may be made against Venezuela, in case the two European creditors will agree to arbitrate.

Since Mr. SHAFROTH framed his first resolution the situation has changed slightly. The despatches yesterday specified this new grievance of Venezuela against Germany:

The government (Germany), complains that the German sailors at the bank prepared on board the captured steamer for the Venezuelan crew."

If we are to go into the underwriting business, we certainly ought to underwrite impartially.

Mr. SHAFROTH should accordingly add to his resolution a provision authorizing the President to guarantee to Venezuela the cost of the meals which the German sailors, in violation of international law, ate and digested.

The End of the Bicycle Race.

The international six days' bicycle race of 1902 was distinguished in two respects, namely, the overwhelming defeat of the foreign riders and, relatively speaking, the fine condition of the men who finished. In no similar race held in this country have the European champions been vanquished so quickly and completely as in the one of last week, and, strange to say, never had their chances of success seemed brighter than at the outset of that contest.

Strong hopes centered particularly in the French-German team, composed of GOGUTZ and KASER, whose teams finished third and fourth, respectively, in the race of 1900. GOGUTZ is the champion long-distance cyclist of France, while KASER holds all of the long-distance German records. Both of these riders were forced to quit before the race was half over. BRETON and DARRACQ, another pair of crack French cyclists, had enough of it before the close of the third day; and so, also, had the representatives of Belgium. KERGAN, the Irishman, who hung on and finished seventh with his mate, PETERSON, deserves credit for his pluck.

The winners, LEANDER and KREBS, who formed what was known as the Western team, were what may be called the dark horses in the race. Both had earned a good reputation for hard riding, but they were "long shots" at the beginning of the contest. Much disappointment was felt in the performance of the veteran champions, ELKES, BALD, McFARLAND and STINSON, the first two having dropped out early in the race, and the other two having finished in the third and fourth teams, respectively. The New England team of NEWKIRK and JACOBSON, which finished second, rode admirably, and, as the saying goes, will bear watching in future long-distance races.

How did the race affect the riders physically? LEANDER said on Saturday night that he had gained seven pounds during the week, that he took no "powerful stimulant" whatever to keep up his strength, and that he never enjoyed a race more thoroughly. KREBS, his partner, also finished in good condition and reported that he felt no ill effects from his ride. Statements similar to these were made by most of the other contestants. Of course, the secret of their being able to hold out as they did is the same as that which insures success in all other feats of endurance; they

were well trained for the work before them.

A six days' bicycle race nowadays is, virtually, a business enterprise, so far as the riders are concerned; hence it is not surprising that the record for such contests was not lowered this year. If this fact serves to lessen in any way the popular interest in such performances, certainly it was not apparent in the one just ended. The crowd at the Garden throughout the week was unusually large and enthusiastic—an unmistakable indication that long-distance cycle racing has lost none of its attraction.

Vanishing Man.

The position of the dethroned tyrant, Man, is growing precarious. "Woman's Spear," which Prof. ARTEMUS WARD asked the strong-minded woman not to spear him with, is becoming more and more dangerous. The poor devil is being crowded out. Doubtless he is getting what he deserves. Still, the giant woman should not be tyrannous in using her strength.

Every day the head of the ridiculous SAMSON is shaved a little nearer to the hide. A woman relieves her husband of \$1,000. He has no redress, say the courts. A woman has a right to search her husband's pockets and snap up such sums as she chooses, says the Missouri SOLOMON, Judge GEORGE B. SIDNER. Day by day the law prunes something from man's already beggarly status. Day by day his employment is taken from him. Most of the novels and magazines are written and read by women. A few struggling men still keep their hold upon the typewriter's keys, but their fight is vain against Fate, who is a woman herself. Many men who could write novels if they had a chance, are now the pilots of elevators. But the elevator girl has sprung up in Chicago. The woman officeholders are numerous in the West. The Missouri woman suffragists have fixed their commanding eyes upon the supreme Court of that State. They say that women are eligible to the triumph of the gown, and man, petty man, thrust from the bench.

The physical exploits of the women folk are as brilliant as their intellectual successes. Women play football. Women belong to fire companies. In St. Louis the other day three factory girls had a fist fight, described as highly scientific. Last week Mrs. ERNEST F. BURMEISTER, wife of the Sheriff of Dane county, Wis., took "two burly convicts" to the State Prison, her ".38-caliber revolver handy in her pocket." The country is full of athletic women, trained in many exercises and tall of their hands. Hear this plaint of weak man ruled by a muscle of iron; the plank of the Hon. GEORGE R. CONOVER of Chicago against the wife of his bosom:

I married a woman who was a physical culture teacher. She amused herself by throwing me across the room, snatching me with both hands, throwing me down and sitting on me until I was almost suffocated. We are the same weight, but I couldn't do anything with her. She made a punching bag of me. One day when she hurt her hands on me, she took a club and put me out."

The gradual exclusion of man from his former vocations and avocations may be compared to the retreat of the Red Indians before white civilization. As the fringe of white settlements widened so does the range of feminine activities widen. In time man will be isolated upon reservations and gynocracy prevail. Who knows? Women can do what they will. Man is feeble. In our ears still rings an awful voice, the voice of that vindictive Kansas woman who proclaimed a year or two ago that men must be annihilated.

How few people know how to make a will that will satisfy their relatives! We have sometimes thought that with ought to be made, or at least, specific legacies controlled, by a vote of surviving relatives. It certainly is true that some folks make wills and die just for the sake of "aggravating." There was the "far Heel" woman whose will was probated last week. She directed her executors to give five cents to each of her forty-three living relatives to show she remembered them. This is cruelty. The estate was only \$10,000, a sum not worth dividing. In such a case the forty-three should have the right to draw lots for all or none. The malice of will-makers is beyond belief. Some philanthropist should found a chair for the exposition and promotion of sound testamentary intention.

It has occurred to Harvard University that it ought to celebrate the 100th anniversary of the birth of NEWTON WATSON KIMBALL. It is understood that KIMBALL was born about 1786—Cleveland Plain Dealer.

Where is it so understood?

The Chicago National Association of Housewives, which is trying to increase the proficiency of "matrons" and "maids" in domestic science, can use moral as well as economic arguments in favor of its plan. The Hon. ERNEST P. BICKNELL, Superintendent of the Bureau of Agriculture, declared that the "co-eds" of the University of Michigan that "poor cooking was the reason why 400 Chicago housewives deserted their wives last year." Exact statistics on so intimate a subject may be hard to obtain, and desecrating husbands may not be scrupulous in their own defence, but the extension and "elevation" of culinary science must produce better feeling in the household. It is a pleasure to see that the Michigan "co-eds" are taking to the cook book. Still, a little, merely a little, knowledge of cooking is a dangerous thing.

The bigwigs of the University of Michigan are trying to prevent the students from betting on intercollegiate games. So the bigwigs have solemnly proclaimed that any student found guilty of betting will be suspended. If the bigwigs wanted to encourage betting among the undergraduates, they could have taken no more efficient means than this brute academic thunderbolt.

The Senator from North Dakota has introduced an amendment to the Immigration bill excluding the prohibited class of "Reds" from the United States.

Thus slyly does Dr. WILLIAM RAINES HARPER protect himself from competition.

Scotchmen claim many virtues for the thistle, and among them is the foresight of the weather prophet. If all this be correct, nobody need be afraid of red blizzards in this winter. The proud thistle always keeps its head above the snow. When the thistle grows tall, the approaching winter will be severe, and when that winter

is to mild, the thistle is satisfied with small stature. The root wisely measures the precise depth of the coming snow, and makes the stem long enough to enable the emblem of Scotland to carry itself high enough under any circumstances to be admired by all passing patriots.

Last fall, so the report goes—the thistle stems hereabouts were short. Consequently the snows will not be deep.

Do good from principle and find your interest in it. This is the teaching of the fable of the Hon. JOSEPH KIRKBRIDE of South St. Joseph, Mo. Mr. KIRKBRIDE warned two cockroaches who were staying themselves with figs that if they weren't careful they would be robbed. Instead of resenting this advice of a stranger, the jovial two insisted upon stuffing their roll into Mr. KIRKBRIDE'S hands. They can't be found. They don't deserve to be found. They gave Mr. KIRKBRIDE \$6.00. Men so froelanded will not miss a little sum like that. In this world of sin the offering of unthought advice is much more likely to get cuffs than sipping. The case of Mr. KIRKBRIDE shows virtue is sometimes rewarded.

The philosophers who prate about "returning to Nature," living "according to Nature," and so on, are amusing chaps. Who is Nature, anyway? A bungler. An example of the kind of a bungler. For particulars see that chicken-fattening house which has just begun business in Newton, Kan., with a capacity of 3,000 chickens. "By a new process an instrument will be used for forcing prepared food down the throats of the chickens," thereby adding three pounds to each fowl in three weeks. Nature be hanged! If we depended on Nature what should we do for paté de foie gras?

Our up-State contemporary, the Rochester *Union and Advertiser*, thinks that it has found the industrial philosopher's stone in "compulsory arbitration for employers holding franchises granted by the State or by municipalities, in which the public is interested," such as street railroads.

What of the employees who would have to be included in the arbitration, were arbitration made compulsory on their employers? Would jail, the bayonet or the lash be used to compel them to accept the arbitrator's decision and work under it?

In time of war the State forces men to fight; but the extension of this despotism over industry would be a very different matter.

BRITAN is a winning personality—Knoxville Sentinel.

It strikes most persons that he is incurably losing personality.

No Nickname for the New Yorker.

To the Editor of The Sun:—Sir, Every notion, in the words of a popular song, "that a flag except the coat." The people of every State in the country have some nickname, but the people of the Empire State of New York have none.

Residents of the State of Indiana are called Hoosiers, of Iowa Hawkeys, of Kansas Jayhawkers, of Kentucky Corncockers, and of Wisconsin Badgers. Inhabitants of Ohio are called Buckeyes, of Alabama Lizards, of North Carolina Tarheels, of South Carolina Waxies, and of Rhode Island Guntinis.

Some of the nicknames which popular usage has bestowed are justified by the conditions, such as Goldbushers in California and Bluebushers in Texas, but a considerable number of them have no such origin. For the State of New York the residents of Colorado are best known as the residents of Colorado, but without any reason now apparent, and Creoles on Louisiana, though the creole population of that State is but a very small fraction of its inhabitants and limited to the southern counties.

Some of the State names date back to times remote and recall conditions which have ceased to exist. Thus the inhabitants of Michigan are called Wolverines, of Maine Foxes and of Tennessee Whelps, a reminder of the days when Michigan and Maine were called the "Land of the Wolverine" and the "Land of the Whelp," and when the mountains of Tennessee were crossed by emigrants from the Atlantic seaboard under conditions of such peril and privation as limited the number of such emigrants to young men and boys.

The inhabitants of Delaware have long been known as Blue Hen, the name of Florida as Seminoles, and of Maryland as Chippies and of Arkansas as Toothpicks, an expression which has its origin in the fact that in the early days of Mississippi River travel every Arkansas man was said to have carried a bone knife with him, and that a bone knife was known locally as a toothpick. Now these citizens of Arkansas have no Arkansas bone knives, and the toothpick is not a bone knife.

By the residents of other States new names from Pennsylvania are called Leatherheads, from Minnesota Gophers, from Georgia Trappers, from Virginia Chickadees, from Illinois Suckers, from Oregon Webfeet and from Nevada Sagehens.

The residents of North Dakota are called Red Heads, of South Dakota Swagbears, of New Mexico Agates, and of Oklahoma Yahoos. But where is New York? And how shall the New Yorkers be styled in the language of humor and slight disparagement?

FATHER KIRKBRIDE.

NEW YORK, Dec. 14.

The Ocean and the Dead.

To the Editor of THE SUN:—Sir: As to the question propounded by John Serriss in *The Sun* of today, whether the ocean would rise if all animal and vegetable life should die, the only answer possible is an affirmative one. Since the moisture contained in all bodies is, at their decay, absorbed by Mother Earth or rises in the form of vapor, the waters of the ocean would, ultimately, be lost to the world by the death of all organized life.

John has meant that the seas would dry up after the general resurrection on the Last Day, when, to yield material for the many nations newly created, the earth and sea will be forced to give up and return to these seas and oceans, but the earth and sea will be down at death. The earth, as such, would then be a vast sea, and the seas would be a vast land. Cardinal Vaughan has written a chapter on this theory in his book, "Faith and Policy." A. B. FRANKLIN.

Bacteriology and Medicine.

From the *Lancet*. Too much must not be expected from bacteriology, which is only an aid to diagnosis, though an invaluable aid. There are still a few practitioners, rapidly diminishing in numbers, who minimize the information to be obtained from exact scientific procedure, regarding it as likely to be misleading or fanciful. They are wrong in this attitude, which is opposed to all progress, but, on the other hand, many enthusiastic workers are inclined to place too high a value on the knowledge obtained by the use of bacteriological methods. These ardent bacteriologists are prone to forget that there are essential differences between a man and a test tube; they do not allow sufficiently for the cases in our knowledge of vital processes. Too great stress can hardly be laid upon the fact that in order to secure the greatest amount of value from bacteriology as an assistant to the clinician and the bacteriologist must work together. By this plan only can the errors in diagnosis be lessened.

Old Fashion Revived.

From the *Kalamazoo Weekly Tribune*. Via Wagonman, attired in a white vest and a "cutaway," went through the paddy mare of "cutting the turkey wing" Thursday night at the "sweetest" kind of a ball at Frankfort.

Coal and the Tariff.

From the *Charlottesville News*. There is not much to the South in the proposition to put anthracite coal on the free list. In the time of a President Roosevelt says in his message, it might work to advantage, but in ordinary times nothing could be gained by it. To make a long story short, the South is not much concerned in the tariff on anthracite coal.

THE PARIS AUTOMOBILE SHOW.

What the Foreign Makers Are Doing—Absence of American Machines.

As an index to the progress that is being made toward the perfection of motor vehicles, the Fifth International Automobile Show in Paris, which opened last Wednesday, is the most important affair of the sort on either side of the water. No similar exhibition in the past has been so attractive as the one now on, both to the novice and the expert; and American automobile manufacturers, whether they care to fashion their own product after that of the French or not, will be interested to know what the latter are doing to maintain their supremacy in the construction of horseless conveyances.

Heretofore the charge has been made, perhaps justifiably, that the French have paid too much attention to the matter of speed in their vehicles and too little attention to the details which insure practicality. This charge, however, is no longer possible, if one may judge by the despatches describing the more prominent features of the present exhibits. Speed, of course, still remains a highly desirable factor in automobiles; but the time has gone by when it was allowed to supersede in importance the qualities which make for durability and safety of operation.

An examination of the vehicles to be seen in the Grand Palace of the Champs Elysees leaves no doubt that the energies of the foreign manufacturers during the past year have been devoted chiefly to simplifying and perfecting the elements of construction involved in the driving and controlling mechanism of their output. The chassis and engines have been made materially, and it is noteworthy that the French models for 1903 are relatively noiseless, gears have been improved and made to render better service with a given amount of power; pumps, cylinders, sparking devices, and so on, have been reconstructed; and the result of the special attention given to these and numerous other details is said to be a substantial reduction in general running expenses, particularly in the cost of fuel.

The Paris exhibition, on the whole, is one of practical and common-sense vehicles; hence it is devoid of what may be called freak contrivances. This does not mean that novelties, both as regards the machine's external and internal appearance, are lacking. As a matter of fact, nearly all of the great French factories are represented by one or more models, and the distinction, if not extraordinary, in design and construction. For example, one concern exhibits a car which is a masterpiece of engineering, with an ordinary gasoline engine, which operates a large dynamo, and the current is sent to the motors by means of the same method as that employed in other electric vehicles.

Another conspicuous model is that shown by the Peugeot factory, consisting of four separate cylinders, which are intended to simplify the work of repairing and also to insure smooth running. It has a fan belt of its engine, and the wheels are ingeniously devised calculated to regulate and perfect the machine's operation. The Mercedes company has produced a new motor which effect a great saving in the consumption of fuel. Not the slightest improvement has been made in the automobile's mechanism has not extended to its tires. To find a tire which cannot be punctured by sharp objects, which will not slip and will be as conducive to speed as those of to-day is the ambition of every automobile maker in the land. It is not surprising, therefore, that the tire is an essential, and nobody has yet been able to secure them all. Some of the foremost manufacturers of Europe say frankly that their thought will be concentrated from now on upon this particular detail of their product, and that they do not expect to make any more of the kind of tires which are now on the market. The tire is a commercial point of view until the tire problem has been solved. Many believe that some of the tire makers will be able to do this, and at the same time prove very much more than they have in the past.

The show serves to throw additional light upon the remarkable extent of the automobile industry in Europe, and the rivalry. Several of them report that they have in hand orders for the entire output of their factories for the next year, and, consequently, that the fulfillment of all orders received now must be deferred until next summer. The head of one big concern says that he can take no orders for the delivery of machines before March, 1904, and that his present contracts represent the sum of over \$2,000,000.

It is a pity that in no small degree the show is robbed of its international character by the absence of American machines. The explanation of this circumstance may be left to those responsible for it. Probably, however, the time is not far off when the product of our manufacturers will be found in such exhibitions side by side with that of their foreign competitors.

British Brandy.

From the *Lancet*. The following clause between the Judge and a witness in an action brought to recover £8 10s. the value of "three cases of cognac," took place in the County Court:

The Judge:—Do you know what brandy is?

The Witness:—Yes, I have been brought up in a distillery.

The Judge:—What is brandy distilled from?

The Witness:—But how is the spirit obtained?

The Witness:—Some is potato spirit, some rice and some is grape spirit.

The Judge:—What about the grape?

The Witness:—For the wine, we do not put any grapes in, but a sort of cheap grape grown in France.

The Judge:—Not grapes like one sees in English hothouses?

The Witness:—Oh, no, a wild, cheap grape. Cognac brandy is not a grape, and this is only dry, a case, when I have to lay out 28s. for duty and carriage before I sell it.

The Judge:—How is British brandy made?

The Witness:—From potato spirit, which is the cheapest.

The Judge:—But what is added to give it flavor?

The Witness:—Some people put cherry and others orange essence, but I use no chemicals.

The Judge:—From grapes?

The Witness:—I can't tell you. I never use the stuff.

The Judge:—And this is the stuff the great "B. P." get when they buy brandy. The officers of the court generally look at things and sample them for me, but they tell me they don't taste brandy, and I am very glad they don't.

American and Canadian Ties.

From the *Toronto Weekly Sun*. There are 1,300,000 native Canadians on the American side of the line. Americans are swarming in from the Columbia and the Northwest; intermarriages are frequent; the periodical literature of Canada is almost wholly American; American capitalists are investing largely and acquiring commercial influence on this side of the line. Canadians are not largely invested in American securities and speculate on the New York Stock Exchange.

And all the while the Canadian people, as a whole, are taking more and more of an American character. Literary societies, labor unions, are largely international; so are summer and winter resorts. No Canadian youth hesitates to seek employment in New York or Chicago, any more than a Scotch youth hesitates to seek employment at Manchester or in London. The head of a Canadian University resigns that office for a professorship at New York.

The Wind Wolves.